

## JERSEY HAS SOUND HIGHWAY FINANCING

### Taxation to Build and Special Taxation to Maintain Constitutes Plan.

"Your New Jersey plan of highway financing is, beyond question, the soundest and most equitable method of raising the money necessary to build and maintain modern improved highways that I know of," declared Alfred Reeves, general manager of the National Automobile Chamber of Commerce, at the first annual dinner of the Good Roads Association of New Jersey.

The occasion of the dinner was the celebration of the indorsement by the people at the last general election of the \$40,000,000 good roads bond issue designed to provide the revenue necessary to finance the completion of the construction of the New Jersey State Highway system within the next five years.

"Here in this State," said the speaker, "you have very wisely divided your highway financing activities into its two broad general phases—highway construction and highway maintenance. Then, on the theory that highway improvement is of supreme importance to society as a whole, you levy general taxation upon all classes of property, to provide the money necessary to make the capital investment in the construction and reconstruction of modern improved roads and bridges; after the highways have been built, on the theory that the motor vehicle not only receives a particular and peculiar benefit from them, but also is responsible for the wear and tear and ultimate destruction of their surfaces, you place the cost of maintenance upon motor vehicle owners. This policy of yours makes possible the logical and legitimate development to which motor vehicle transportation is entitled.

"On the other hand," continued the speaker, "the policy which aims to impose upon motor vehicle use not only the cost of maintaining improved highways, but also that of constructing and reconstructing them has a tendency to stifle and discourage the use of the most efficient means of transportation that man has ever known.

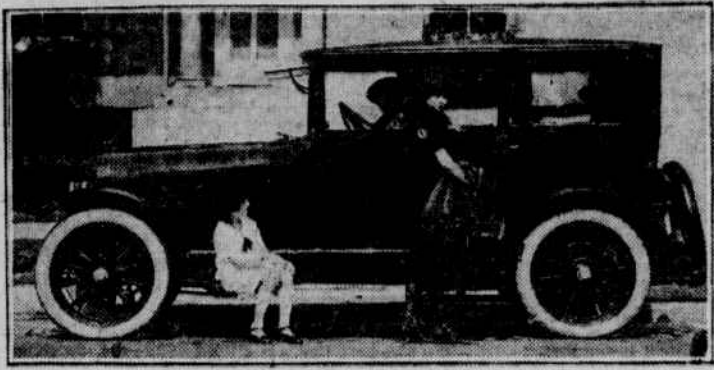
"Many foreign countries surprised at the phenomenal development of motor vehicle use in the United States, and alarmed, because their people have not been so quick and eager to make use of this new instrumentality for the swift and economical movement of persons and property, have sent delegations to this country to discover wherein they have been at fault. They have quickly found that repressive policies of special taxation have been the underlying causes, and in every instance have gone back home to plead for a more liberal policy of motor vehicle taxation."

### FIAT SEDAN EASY TO HANDLE IN TRAFFIC

The Fiat "sedan de luxe," which was the famous Italian company's presentation at this year's Automobile Salon, has already attracted a major share of interest. This car is unique in that it incorporates all of the advanced design and mechanical efficiency which distinguish imported cars, but on a chassis of short wheelbase which makes it a particularly successful car to drive in New York traffic.

One can immediately use the agility of this new Fiat in the density of Fifth avenue at 3 o'clock and in the theater crush any night of the opera season. The sedan is shown in a beautiful azure blue, trimmed with moldings of

## Haynes 55 Five-Passenger Sedan



On the eve of the biggest year in the enclosed car business in the history of the automobile industry, the Haynes Automobile Company, Kokomo, Ind., has announced the new 1923 Haynes 55 five passenger standard sedan, now on exhibition at the New York showroom, 1715 Broadway.

The sedan carries two smart looking trunks, one on each running board, at the front. Gracing the car as a whole is the rich and distinctive Burgundy wine color which has been adopted for all Haynes fifty-five Standard and Sport models. This Burgundy wine color was recently discovered by Haynes chemists after experiments of several months.

The new 1923 Haynes 55 Standard Sedan is equipped with full crown fenders and full length running boards with ornamental scuff plates. The upholstery is laid in club style without plaids, of

black, creating an unusually smart and attractive ensemble.

The interior is finished in Turin tan, the woodwork in mahogany with mahogany-finished panels of rare olive wood of Palermo.

The seating is comfortable for four adults, the adjustable driver's seat being a feature. Graceful appointments give the feeling of appropriateness and utility is added to beauty in the curtains, which when released spring upward to an enclosure in the cornice.

It is claimed that the remarkable efficiency in the chassis design produces a very perceptible economy in maintenance.

### LICENSE PLATES CAN NOW BE SECURED

In continuance of the policy established last year the State Tax Commission to-day announced the full list of numbers assigned to each county in the State in connection with the distribution of automobile license plates for 1923. At the same time the commission urged automobile owners in all parts of the State to take advantage of the facilities now provided for securing their new license plates, which must be used on all cars driven in the State after January 1, and not to run the risk of inconvenient delays if the matter is left to the last day or two.

The new purple and white plates are now being distributed by all county clerks except in Albany, Erie and the counties in Greater New York. In these counties the distribution is now being made from the offices of the Motor Vehicle Bureau in Albany, Buffalo and Manhattan.

The list of numbers assigned to New York city for passenger cars follows: From 100,001 to 140,000, 40,000; 140,001 to 150,000, 10,000; 150,001 to 160,000, 10,000; 160,001 to 170,000, 10,000; 170,001 to 180,000, 10,000; 180,001 to 190,000, 10,000; 190,001 to 200,000, 10,000; 200,001 to 210,000, 10,000; 210,001 to 220,000, 10,000; 220,001 to 230,000, 10,000; 230,001 to 240,000, 10,000; 240,001 to 250,000, 10,000; 250,001 to 260,000, 10,000; 260,001 to 270,000, 10,000; 270,001 to 280,000, 10,000; 280,001 to 290,000, 10,000; 290,001 to 300,000, 10,000; 300,001 to 310,000, 10,000; 310,001 to 320,000, 10,000; 320,001 to 330,000, 10,000; 330,001 to 340,000, 10,000; 340,001 to 350,000, 10,000; 350,001 to 360,000, 10,000; 360,001 to 370,000, 10,000; 370,001 to 380,000, 10,000; 380,001 to 390,000, 10,000; 390,001 to 400,000, 10,000; 400,001 to 410,000, 10,000; 410,001 to 420,000, 10,000; 420,001 to 430,000, 10,000; 430,001 to 440,000, 10,000; 440,001 to 450,000, 10,000; 450,001 to 460,000, 10,000; 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